

Picture of the Month



The Newsletter Editor Award ceremony took place at the Chapter Leaders Breakfast in the Founders' Wing in the AirVenture Museum on Saturday, July 28th. On the left, Tom Ridderbush accepting second place on behalf of Avril Roy-Smith, Chapter 723. In the middle, Beth Rehm, first place for Chapter 932. On the right is Marty Santic, third place for Chapter 75.

How Larry Met Lucy

By Larry Schubert

This love affair begins, strangely enough, with a very thoughtful wife.

It was Christmas of 1995 when I got a really cool present from Leslie. It was a lovely card, and inside was the simple message "You are going to learn how to fly." At the not-so-tender age of 45, I was finally going to realize a life-long dream. She had pre-paid for flight lessons at a place called Galt Airport. I had never been there, but was pretty sure this was going to be way cool.

You see, I grew up with a keen interest in airplanes and flying, but was never able to connect the dots. I even began college in aeronautical engineering, intending to design

rockets and airplanes. But fate took a cruel turn. It was the early 70's, and the aerospace industry took a nosedive. Remember the saying, "will the last one out of Seattle please turn out the lights?"

Prospects were dismal for that kind of career, so I pursued advertising instead. I needed a job. So, I went to work in the marketing field, and simply lived vicariously in aviation through subscribing to Flying magazine and reading every issue cover to cover. Nice to dream, but that will never happen for me.

Then that fateful Christmas arrived. And I was soon introduced to the gang at Galt, and a pretty ancient Cessna 150.

Continued on page 2.

Editor's Note

Galt Traffic Wins "Major Award"

Each year the EAA presents three categories of awards for its chapters. There is a Major Achievement award, a Web Editor award and a Newsletter Editor award.

I am honored to have received the EAA's Newsletter Editor Award for 2012. The award was presented at the Chapter Leaders Breakfast during AirVenture 2012 in Oshkosh, WI.

Approximately 1000 different chapter newsletters from all over the world are evaluated by the Chapter Office and previous award winners and they are judged on consistency, appearance, layout and content.

This award would not have been possible without the many articles and ideas I receive from my terrific team of feature writers (Larry Schubert, Eric Rehm, Jean Forni, Arnie Quast, Dave Monroe, Chuck Berkebile, Larry Ewing, John Roach, Jeff Hill, Sr. and Bob Hart) and the regular columnists (Justin Cleland, Brian Spiro, Bruce Schottland, Mike Evans, Esther Medina and Dan Wallis).

I am truly grateful for the considerable help I get with the newsletter, without which it would not be nearly so interesting.

Producing a monthly newsletter like this one takes a lot of effort but the pay off is worth it. Galt Traffic brings the airport community together, inspires pilots to fly to new places, encourages aviation safety, celebrates flying achievements, brings new business to the airport and new members to the EAA chapter.

Beth Rehm, Editor

Continued from page 1.

I remember them discussing my options for flight instructors. Let's see, there's Earl, Jim, Matt and Bonny. Well, duh. Total no brainer.

Soon afterwards, Bonny and I were in that 150, and I learned that the yoke does not turn the aircraft on the ground, and other fun stuff.

I think we were about three hours into my training when Bob Russell, the airport manager at that time, pointed out an airplane parked in the weeds. "I think that airplane is for sale," said Bob. "And it's a good airplane."

I had my doubts. A 1967 Cherokee 180, with original paint (that which was left), delaminating wingtips, crazed windows and an interior that featured seats barely hanging on their metal frames and sidewalls that were peeling down like over-ripe banana skins.

But it was an airplane, and to me, it was beautiful. Turns out the plane had been at Galt for many years, and was well known to the mechanic staff. The current owner was, to put it mildly, having some marriage difficulties and needed money. "This airplane is pretty low time, and is in good shape mechanically," said Bob. "It has an engine with only 200 hours on it, and is IFR equipped. It's just kind of ugly at this point, but that's addressable."

So Bob finds out the price, and I decide to start my own marriage difficulties and take the proposition to Leslie. She was amazingly



"Lucy's" original interior... "kind of ugly" doesn't even begin to describe that! Photo by Larry Schubert.



"Lucy" the weed queen before her extreme makeover. Photo by Larry Schubert.

amenable to the general idea. It made some sense to avoid renting and learn to fly in your own airplane. "Think of the money we'll save" I exclaimed in my naiveté. "And an older airplane actually appreciates in value." She was starting to buy-in, but of course, wanted to see the bird.

That was a day to remember. "He wants how much? For THAT?" I proceeded to explain that, like me, questionable looks can conceal a good heart. When I picked her up off the grass, she finally agreed to trust my judgment, and blessed the deal. She was being kind. I know she still had her grave doubts. But to her everlasting credit, she has never second guessed that decision, or made any complaint over the upkeep expenses over the years. Amazing woman.

We did the deal. But Leslie did, however, reserve naming rights. She decided on "Lucy." I thought it was because the N number ends with "L." Not so. Lucy was the name of FDR's mistress (or so it is told). Since this airplane was going to suck up both my time and money, she felt it an appropriate name. She has been proven correct.

I did fly her ugly for a couple of years. All the sweat of primary

training, then instrument training fell on that ugly interior. I needed a pillow to protect my derriere from the seat frame, but it worked out.

Then, in 1998, we decided it was time to pretty her up. We did paint and interior at the same time, plus new wingtips. Believe it or not, a complete strip, nice Imron paint job, and new leather interior cost a total of \$10,500. Try that today.



4702L stripped of her old paint in preparation for her new colors. Photo by Larry Schubert.

2,600+ hours later, she remains with us. Like any mistress, she requires regular upkeep and the occasional bauble.

New radios last year should keep her happy for a while. But she returns incredible pleasure, utility and satisfaction. Sure, my eye has been turned by the occasional wagging of
Continued on page 3.

Continued from page 2.

fancy tails, or long foldy-uppy legs of newer birds. But I remain loyal. I think she is my first, and my last.

Unless, of course, I can drag Leslie by the Icon tent at AirVenture.

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating.

He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual.

He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.



1967 Piper Archer N4702L, a.k.a "Lucy" on the ramp at Galt Airport as she looks today. Lovingly photographed by Larry Schubert.

APP OF THE MONTH



AeroWeather Pro

This month's app is an excellent flight planning tool that utilizes weather data and information provided by NOAA and the FAA.

Current weather conditions (METARs) and forecasts (TAFs) are displayed for any airport you select. The data can be shown in its original format (raw) or you can choose to use the decoded layout which is easier to understand.

Additional information such as sunrise/sunset, and moon phases are also shown. Times are displayed in UTC and local format.

Live Doppler radar coverage is also provided (for the United States only).

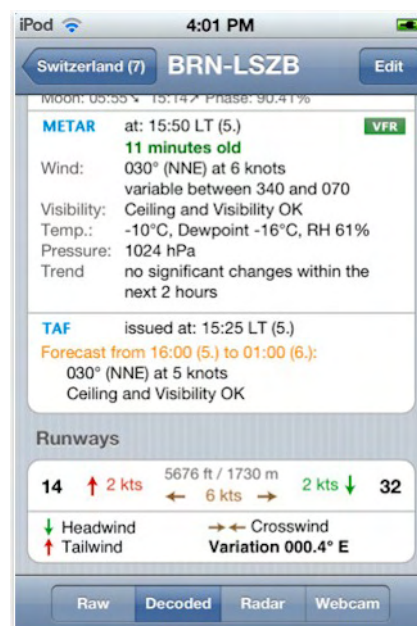
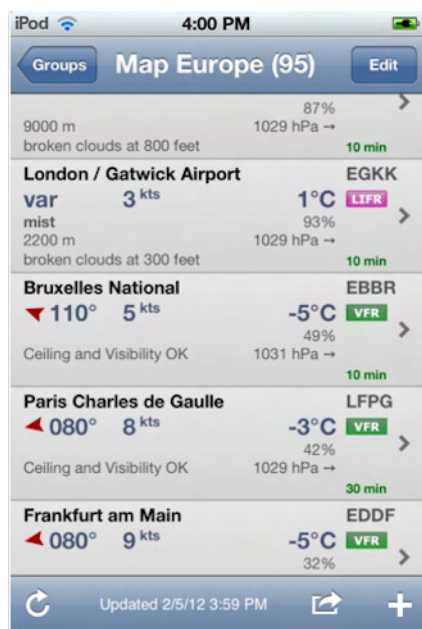
One feature I love about this app is that it displays the runway

information for the selected airport and calculates the crosswind component for each runway.

NOTAMS for the specified airport are also available by tapping the NOTAM button at the bottom of the page.

Another useful feature is a quick link to the AirNav.com web site to get more detailed information about that airport. (There is also a button for NavMonster.com but that site has recently closed down.)

The weather station details are also provided such as frequency and



telephone number.

You can add your own comments for any airport and email and print options are provided as well.

I haven't found the webcam feature very useful due to the fact that most of the webcams they use are not based at the airports.

This app is available for iPhone, iPod Touch, iPad and Android for around \$3.99 and there are no other fees for receiving the weather data.

There is also free version called AeroWeather Lite, which does not include all of the features or the radar or webcam services.

Memories Of Flying the CV-880

By Captain Jeff Hill Sr. (Retired)

I flew the Convair 880 from the summer of 1965 to the summer of 1967 as an F/O and as captain from 1969 through 1973.

Just about everyone who flew the 880 fell in love with it because it was such a dream to hand fly. It did have a good auto pilot and dual flight directors and I think it was our first aircraft to receive approval for CAT II approaches.

The 880 was not without some short comings. It used very high air speeds on takeoff and landing as it had no wing leading edge high lift devices. It was a handful after losing an outboard engine at V1 and there was more than one training flight that ended 'in the mud'.

Most flight training and checking back then was done in the airplanes until the advent of the wide body jets and the later generation of super sophisticated simulators with realistic visual displays.

We did most of this training at Kansas City's MCI where our overhaul base was located. Air carrier operations were still at MKC which today is Kansas City Wheeler Downtown Airport; a biz jet bee hive almost within walking distance of downtown KC.

The 880 did not have wind shield wipers. It had what Convair called 'rain clear' which was hot engine compressor bleed air blasting them. It worked pretty well but was terribly noisy and when you closed the throttles on landing it kind of pooped out when the engines spun down. In a heavy rain you had to get into reverse quickly to spin them up and get more air.

The 880 was the only plane I ever flew that had nose wheel brakes. Several conditions had to be met for them to operate: The nose strut had to



be compressed and the wheels centered and both brake pedals had to be depressed. There were weight reduction penalties if they were inop. You could also drop the main gear only to use as speed brakes in an emergency descent. This could be done up to 375 kt or M .88.

The wing anti-icing was a 'hot leading edge' heated with compressor bleed air and worked wonderfully. If I remember correctly, the tail was heated electrically? We had plenty of electricity with four big generators producing 115 v, 400 cps three phase AC.

Like most swept wing airplanes it had a tendency to get into 'dutch roll' so the yaw damper (the rudder channel of the auto pilot) was always engaged just after takeoff and disengaged on touchdown.

It was smoky and noisy but so were the 707 and DC-8 with their non-fan 'straight pipe' engines. The later high bypass ratio engines were much quieter and didn't smoke so much on takeoff. Some of us called her, 'old smoky' and to fly it was to be 'On Top of Old Smoky' which was a popular song around that time.

The 880 was the fastest of the first generation jet airliners. We cruised it at M .85 and the Mmo was .88. Some thought that that is where Convair came up with the number 880. Others thought it was because the passenger cabin had 88 windows. We jokingly called it an '808' in a silly attempt to make it sound better than a '707'.

I think the largest operators of the 880 were TWA and Delta. We both had around twenty. The CV-990 was too little, too late. The only two airlines I can remember that operated the 990 in large numbers were American and SwissAir. My type rating says "CV-880; CV-990" so I assume they were quite similar.

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3.



Scan this QR code with your smartphone to see Jeff's video of "Ole Smokey" on the Galt Traffic You Tube Channel.



Click [here](#) if you don't have a smartphone.

Professional Opinions

Are You Prepared for Checkride Season?

By Captain Eric Rehm, CFII

It's the middle of summer and that means it's checkride season! This is the most advantageous time to take a checkride since we have chosen to live in a climate that seems to throw crummy weather at us nine months out of the year.

In my role as Assistant Chief Pilot I get to mentor my airline's new pilots a bit. I always spend some time with them prior to their probationary checkride coaching them on how and what to prepare for. It occurred to me that these oral exam taking tips can be used for any checkride. Hopefully you will find it useful.

The first thing an examiner is going to do is check your logbook and make sure all time requirements are met, all endorsements have been completed correctly and that your license and medical or student pilot certificate are up to date.

He/she will also want to review the aircraft documents allowing it to legally fly. Make sure to go over all of this with your instructor before showing up for the checkride. It's a good idea to mark all the applicable entries with post it notes. This should be easy stuff. Examiners usually appreciate the effort and it starts the checkride off on a good note.

One piece of advice I give my probationary First Officers is to not try to outsmart the examiner. They know more than you do and will allow you to dig yourself a hole if you try to make things up. If you do not understand a question the examiner asks you then ask him or her to clarify. A rephrased question will often clear up any confusion and you will be able to give the examiner the correct answer. If you really are baffled then

tell the examiner that. They will not fail you for not knowing the answer to one question. They may ask a few follow up questions to ensure you have an adequate grasp of that particular knowledge area but they would much rather have you admit you are stumped than try to make something up.

Try to remember to keep your answers short and succinct. You do not need to "build" an aircraft system or quote a FAR word for word. The shorter your answers are the less likely it is you will make errors. If the examiner wants more information then let him or her ask you for it.

There might come a point when your examiner decides to don his or her "CFI hat" and take some time to teach. This does not mean you failed the oral exam. Indeed, it is a good thing since while they are teaching you are not being asked questions.

Finally refer to the Practical Test Standards for the knowledge areas you will be responsible for. The nice thing about the FAA is they specify

what you need to know so there should be no surprises.

Be as prepared as possible before walking into the exam. I suggest practicing by doing a mock oral with an instructor, which should give you some confidence and allow you to hone your oral test taking skills.

Examinations are always a bit nerve wracking but remember the examiner and the FAA want you to succeed. When your instructor signs you off to take the practical test he or she feels you have the requisite knowledge to pass and the examiner is just there to ask a few questions to confirm the endorsement.

Hopefully this article will find you better able to walk into the exam a bit more informed and relaxed. Good luck!

Eric Rehm is an Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



BOMBS AWAY!



GALT AIRPORT FLOUR DROP **AUGUST 18, 2012**

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Galt Airport (10C), 5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097.



Young Eagle Dates Are Coming Up

By Esther Medina, EAA Chapter 932 Young Eagles Coordinator

Once again I would like to give a big shout out to all the pilots and ground volunteers who contributed to the resounding success of the Young Eagle Rally in May. Truly such a great turn out would not have been possible with out the devoted dedication of each and every one of you.

A constant struggle in the aviation community is to excite and inspire a new generation of pilots, thus guaranteeing the continued legacy and love of general aviation. Our goal for the next rally is to attract first-time Young Eagle fliers, especially those who have a curiosity about aviation. With luck, we can

change that curiosity to passion! Therefore, for the next Young Eagles rally, September 8th, we are going to advertise in the local newspapers in an attempt to reach people that may not be aware that beautiful Galt Airport is close by and still going strong!

While this will be a great opportunity to bring in new people, it is undeniable that keeping the Rally organized and flowing smoothly will be a bit more of a challenge. I feel that this will be worth the headache in the long run but it will once again require the support of the great Chapter 932 members. Hopefully we will have a large turnout and we will need every pilot and ground support volunteers that we have. Every volunteer is greatly appreciated to help out

during these events.

Chapter 932's next Young Eagle date is fast approaching, so mark your calendars for the next Young Eagle Rally September 8th and our last of the year rally on October 13th.

Thank you all, together we can make September 8th rally a success.

You can find more information about the EAA Young Eagles program at <http://www.youngeagles.org> or on our local chapter website at <http://www.eaa932.org/youngeagles.html>.

If you are interested in volunteering for or attending a Young Eagles rally please contact Esther Medina by phone at (815) 648-4798 or via email at youngeagles@eaa932.org.

Galt Traffic Classifieds



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A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and and

faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C). Asking \$58,000. Contact Jeff Hill at (815) 338-3551 or by email at JeffreyHill@sbcglobal.net.

CERTIFIED FOOD MANAGER

Are you a McHenry County Certified Food Manager or do you know someone who is? We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food. If you are interested in assisting in this role please contact **Jean Forni** at forniflyer@aol.com.

TECHNICAL COUNSELOR WANTED

EAA Chapter 932 is seeking an EAA Technical Counselor to support two Pietenpol projects. If you know anyone who might be interested please contact Beth Rehm at (847) 530-8014 or vp@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

CLASSIFIED ADVERTISING

For non-members the advertising rates are \$10 per month or \$100 for 12 months. Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Mammoth X-Country

By Eric Rehm

For some time now I have been wanting to visit Mammoth Cave National Park in southern Kentucky. My parents have told me they took me there when I was two and that I cried when the lights were turned out in the cave but I don't remember any of it. I suggested we go there when my wife Beth said we should go on a "flying holiday" (holiday is the British word for vacation) and she agreed. Turns out it is a really neat place to go and easy to get to by air so I thought I would pass on our experience in case you might like to try it.

During my preflight planning I found you can fly into one of two airports as they are about equidistant from Mammoth Park; Glasgow Municipal (GLW) or Bowling Green-Warren County Regional (BWG). I chose GLW for no particular reason other than I wanted to get away from the city and I thought GLW would be more rural.

We rented N6067H, a Piper Arrow III from Travel Express



A view from a lookout at Mammoth Cave National Park. Photographed by Beth Rehm.

Aviation (TEA) at Dupage and parked it overnight at Lake in the Hills airport (3CK) which is closer to where we live.

We flew VFR direct from 3CK to GLW, which is 329 miles, in 2 hours and 40 minutes averaging around 135 knots with a slight tailwind. It was a very easy flight with no restricted airspace to circumvent once you get out of Chicago's Class B and no terrain to worry about.

The GLW runway is newly paved and 5302' x 100'. They also have a large ramp with tie downs that they do not charge for. At the time they were charging \$5.75 per gallon for self-serv 100LL (BWG was at \$5.84). The FBO is very friendly and pretty large for such a small town. It has a nice sitting area with couches and a flight planning room. There are no car rentals at the airport but Enterprise Rent-a-Car is a couple of miles down the road and they came out to the airport to pick us up. We went to their office to fill out the paperwork but were able to leave the

car at the airport when we left. I checked with BWG and they have the same set up.

We awoke at about 5:30 am, were out the door by 7:00, off the ground by 7:30, on the ground at GLW at 10:20 and were headed to lunch in our rental car by 11:00. That part of Kentucky is located in the central time zone so we didn't lose an hour. Although I have always thought of southern Kentucky as far away, it is actually pretty close if you go by general aviation. Although Beth and I stayed for five days, you could comfortably do a short trip there over a long weekend.

We spent four nights at the Serenity Hill Bed and Breakfast in Brownsville, KY, about two miles outside of the national park. I happened to find it on the Internet and thought we'd give it a shot and what a find it was. If you decide to visit Mammoth Cave I would highly recommend it. Serenity Hill is indeed a serene establishment on the top of a

Continued on page 9.



Eric hiking in the Mammoth Cave National Park. Photo by Beth Rehm

Continued from page 8.

hill offering great views of the countryside, exactly as advertised. It is run by James and Deborah who were both wonderful hosts.

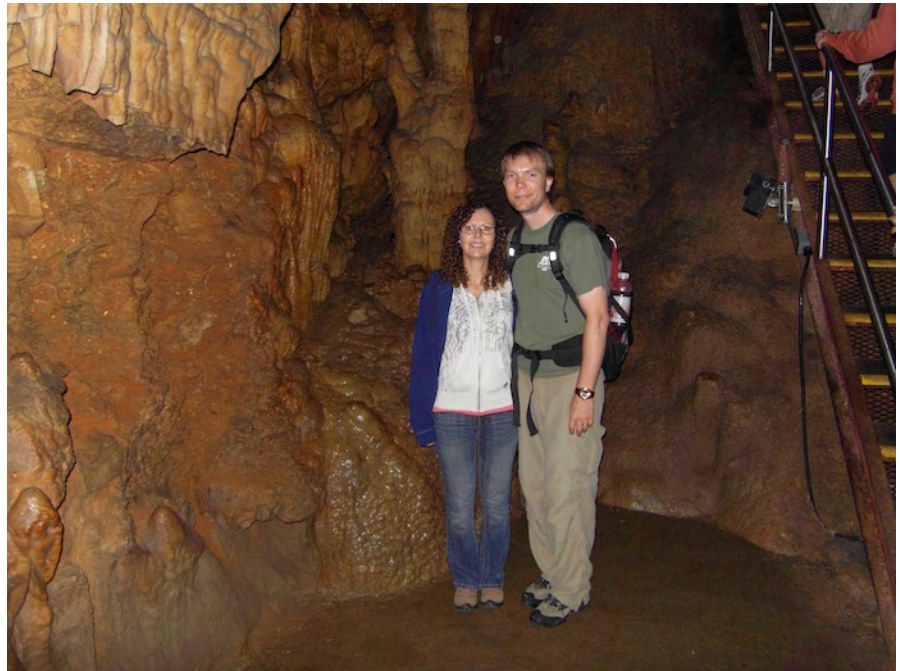
Deborah cooked us a three course breakfast every morning and although I don't think she would admit it, she is a gourmet cook. Beth and I have some odd dietary restrictions, especially with my food allergies and Deborah not only made sure she served us food we could eat she thanked us because she said she got to think up and try out new recipes, all of which were delicious. A lot of the ingredients she uses come from her own garden including the berries in her blueberry / raspberry / blackberry crumble, Beth's favorite.

Every room has its own en-suite bath complete with a jacuzzi tub and they have a huge covered porch with paddle fans to keep it cool. Beth and I sat outside every night watching the sun go down and playing some of the board games they provide for guests. The rates are as good or better than you will see at the hotels and their cancellation policy is very generous which is handy for us pilot types when the weather turns bad on our departure date.

You can find them online at www.serenityhillbedandbreakfast.com.



Serenity Hill B&B in Brownsville, KY. Photographed by Beth Rehm.



Beth and Eric Rehm on the Gand Avenue tour at Mammoth Cave, KY. Photographed by Richard, the Park Ranger and our guide.

There is plenty to do in the area, or you can just kick back and relax as the whole area has a quiet, slow pace to it. Mammoth Cave National Park has close to one hundred miles of excellent scenic hiking, biking and horse riding trails. Private companies offer canoeing or kayaking trips down the Green River, horseback riding (we went for a two hour trail ride with Double J Stables) and even zip line tours.

Of course the main draw is Mammoth Cave itself. Mammoth Cave is the largest known cave system in the world with 192 mapped miles. The national park service offers many different tours. You can find them online at www.nps.gov/maca/index.htm. I recommend you buy tickets online as the tours are space

limited. You get a discount if you do and although there were plenty of spots available when we bought our tickets a few days ahead of time, they were sold out by the day of our tour. We chose the Grand Avenue Tour - a four mile walk covering four and a half hours with a break for lunch at the Snowball Room. The tour is listed as "strenuous" and did include one rather steep grade and 670 steps but overall it was a nice hike.

The cave has a generally constant temperature of 55 degrees so wear long pants and bring a jacket although I was fine with just a t-shirt which was just as well because Beth wore both her jacket and mine. There is a wide walking path to follow courtesy of the Civilian Conservation Corps, a public work relief program during the 1930s and early 40s consisting of mostly teenage boys who cleared the way with pick axes and shovels all for a dollar a day. Because of their hard work, a tour through the cave these days is literally a walk in the park. The cave is also cleverly but dimly lit so if you have a bit of trouble seeing in the

Continued on page 10.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

I have a few updates on the status of the airport to report this month. The bank has officially set their asking price for the property, as well as outlined exactly what is for sale at Galt Airport in an informational packet put together by Kinzie Real Estate Group. If you're interested in reading through it, or know someone who is, please let me know and I'll make sure you get a copy. Other than that, the legal process remains stagnant with nothing new or exciting to report.

We are all starting to get excited that this year's flour drop competition is right around the corner. Brian and

Anna have been spending their spare time getting the trophies built, and we're starting to gather supplies to start making the bombs.

As in years past, our flight school airplanes will be available for rental if you need a plane to compete in. Thankfully, we have a second Cessna to use this year BUT space is still limited. Please let me know as soon as possible if you'd like to use one of our planes and I'll make sure you get on the schedule. We look forward to seeing you all there!

Finally, I want to say congratulations to Beth for her "Newsletter of the Year" award. Best EAA newsletter in the world! How cool is that? There's absolutely no question you deserve the award, and I'm thrilled it's officially in your

hands. Month after month, you do a phenomenal job, and we're all lucky that you call Galt home. Thank you so much for all of your hard work.

Licenses and Ratings

Congratulations to **Ariel Tweto** on passing her private pilot exam. After 2 years of training with various instructors in Unalakleet, AL, Ariel finally passed her test with an FAA examiner on the final episode of Flying Wild Alaska.

It's been great fun watching Ariel progress through the flight training process and to finally achieve a life goal. Ariel was the last person in her family to get her pilot's license.

Also, congratulations to me, **The Editor**, on getting my Complex sign-off in a Piper Arrow III rented from Travel Express Aviation at Dupage Airport (DPA).

I am now apparently deemed qualified to fly an airplane with a controllable pitch propeller, flaps and retractable landing gear. I would like to thank my flight instructor, Captain Eric Rehm, CFII (no relation, ha ha!) for his excellent teaching skills and considerable patience.

You can probably tell that we are scraping the bottom of the barrel here for flight training accomplishments because it's been a slow year for students so far at Galt.

If you have any new licenses or ratings you have obtained outside of the Galt Flight School please let me know so that I can celebrate your achievements in the newsletter.

Continued from page 9.



N6067H, the Piper Arrow III we rent from TEA at DuPage.

dark, bring along your own flashlight. At one point in the tour our guides did turn off the light, and no, this time I didn't cry.

All in all we both really enjoyed our time in the cave. It is very professionally run as you would expect of the national park service and we would definitely go back to

see more of the cave on a different tour.

Our flight back took a detour to Louisville, KY, (LOU) to see my family for a few days and then back home to N6067H's home at DPA. This time we had a bit of a headwind but the ride was VFR the whole way and smooth.

If you've never been to this part of the country before, it is definitely worth a visit and if you think about it, in an airplane, it's almost right next door.

Eric Rehm is an Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Brian bought a pile of airplane parts for \$4,000. He was convinced it would be an easy task to reassemble them into an airplane in his spare time.

However, the job proved more difficult than originally planned so he gave up on the project and sold the few parts he had already assembled and the rest of the pile to Bob for \$5,000.

Bob got the project farther along and it started to look a lot like an airplane. Seeing this, Brian was a little jealous and convinced Bob to sell it back to him for \$6,000.

Brian finished assembling the airplane and promptly sold it to Justin for \$7,000!

How much profit did Brian make?

If you can figure out the answer please send an email to Brian at maintenance@galtairport.com.

The prize this month will be the winner's choice of a new JB Aviation t-shirt or baseball hat.

July Brainteaser Answer

Last month Brian shared four mystery pictures of the insides of various airplane and related parts and asked you to guess what they were. The full size pictures are shown on the top right. That wasn't so hard, was it?

Well it seems it was too difficult for our readers, or maybe your brains are totally fried from the excessive heat of this summer, because we did not get a winner for that puzzle.

Good luck with this month's puzzle.



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EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

The summer 2012 flying season is in full swing! Although it's been dreadfully hot, I still see lots of pilots out there having a good time.

I know that many of you are on the local pancake breakfast circuit and last week EAA's IAC Chapter 1 hosted an aerobatic competition in DeKalb.

I flew up to Hartford with Andy Anderson, Parker and Cheryl Johnston for the Cubs2OSH meet. Jim Martin and Claude Sunday also dropped in with their beautiful Stearmans. There were dozens of Cubs and it was a fun day. Most of all though, it was a hint of what's to come at EAA's AirVenture.

Hopefully many of you will be making it up to the big show.

Additionally, our own newsletter Editor, Beth Rehm, has been nominated for an award recognizing her innovative and skillful work on our newsletter. She won second place last year in the nationwide competition. I am certain that she will take first place this year.

For those attending Airventure, the awards ceremony is in the Founder's Wing of the EAA Museum on Saturday July 28, 2012 at 8:00 a.m..

We are also looking forward to the annual Galt Airport Bomb Drop on Saturday, August 18th. The EAA chapter will be there to provide lunch, so of course we are looking for volunteers to run the operation. Send me an email if you are interested in volunteering.

I would also like to take this opportunity to thank Galt pilot Chuck Berkebile. He hosted a private pancake breakfast at Galt for his pilot's union on July 14th. His colleagues loved the breakfast and enjoyed being at Galt Airport. Afterwards they made a very generous donation to Chapter 932.

Also let me remind everyone that our EAA Chapter meetings are held on the second Saturday of every month at 10:00 a.m. in the FBO. I encourage members and guests to join us. The meetings usually last about an hour and are always interesting.

Bruce Schottland
EAA 932 Chapter President



New Chapter Merchandise Available

In an attempt to boost chapter funds we are selling various items featuring the new chapter logo.

We currently have EAA Chapter 932 coffee mugs for sale at \$8.50 each (see picture above). Each mug sold will provide the chapter with \$1.00.

Other items such as baseball caps and t-shirts will be offered later in the year. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know.

You can buy the coffee mugs at chapter meetings or any time you see me at the airport! If you want to reserve an item just send me an email.

Beth Rehm, Editor
editor@eaa932.org



EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: July 14, 2012

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:08 a.m.

Bruce S., Mike E., Dean M., Arnie D., Dave S., Ron T., Steve P., Jeff H., Esther M., Carlos M., Tom S., Bob M.

2. VOTING ITEMS

a. Approval of Agenda: Motioned by Arnie, Steve, All voted in favor

b. Secretary's Report – Approval of May 2012 Minutes: Motioned by Beth, Bob, All voted in favor

c. Treasurer's Report – Approval of May and June 2012 Financial Report

May ending balance \$5,370.29. June ending balance \$4,872.70

Motioned by Bruce, Seconded by Dave S., All voted in favor

3. PRESIDENT'S REPORT

- The APA union held a pancake breakfast for family and friends on the stage and made a generous \$300 donation to the chapter.
- Barnstormers fly-in - Overall, it went well. Broke even financially. We spent \$1,686 and brought in \$1,610. And we have surplus food, drinks and supplies to be used for future events. Next year we should start planning earlier. Is June the best time to do it? Need to invite more of the public and other interest groups (antique outboard motor group, car clubs, etc.) There were some comments that the fences were too much and people felt "caged in". Some comments about the CAP uniforms, but they are required to wear them for CAP functions. The Yak ride raffle was great success. Big thanks to Neal Anderson. Gypsy Air Tours were very pleased with the turnout. Period costumes should be encouraged for next year. Food was good, no complaints. We will start planning for 2013 this fall. Big thanks to Jean Forni for much of the early planning. Also big thanks to Walt for his hard work setting up on Friday.
- The outdoor movie was really nice and we should do it again. Bruce will pick a date and email everyone.
- Grant funds still need to be spent. Bruce purchase the agreed items.

4. VICE PRESIDENT'S REPORT

- Preflight challenge competition was a success. Shane Stolarik of EAA Chapter 790 won first prize of an Aircraft Spruce \$25 gift card. Tom Lynch also won and generously donated his prize to the chapter.
- We have been selected for the 2012 chapter newsletter editor award - either 1st, 2nd or 3rd place will be announced July 28th at the Chapter Leaders breakfast at AirVenture, Oshkosh.
- Coffee mugs with the EAA 932 logo are for sale priced at \$8.50.

5. COMMITTEE REPORTS

a. Aviation Club- Dean

Club has not met much recently. R/C model club is about half finished with their projects. Recently acquired a 52" wingspan Easy Cub for \$120.

b. Young Eagles- Esther

Next YE event will be held September 8th. Esther suggests that we should give preference to kids that have not flown before. Those interested in going up for a flight should pre-register for scheduled blocks.

6. OLD BUSINESS - nothing to report.

7. NEW BUSINESS - nothing to report.

ADJOURNMENT: Motioned by Steve, Seconded by Dean, adjourned 11:10 AM.

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Galt Airport/EAA 932 Calendar of Events

- August 11** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
- August 18** 5th Annual Flour Drop Competition at Galt Airport (10C), 10:00 am to 5:00 pm.
- September 8** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
- October 13** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
- November 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.

See the Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA Chapter 932.

Other Aviation Events

- August 3 - 5** IAC Hoosier Hoedown, Kokomo Airport (OKK), Kokomo, IN. (www.hoosierhammerheads.com)
- August 18** Dupage Pilots Association Fly-out to Chanute Air Museum, Rantoul, IL (TIP), 10:00 a.m.
- August 10-12** B-29 Tour Stop. DuPage Airport (DPA), West Chicago, IL. (www.rideb29.com)
- August 12** EAA Chapter 1414 Pancake Breakfast, Poplar Grove Airport (C77), 7:00 am to noon.
- August 12** Fly-in/Drive-in waffle breakfast, LaCrosse, WI (LSE), 7-11:30 am. Becky Brockman (608) 792-0113
- August 16-18** American Barnstormers, Chippewa Valley (EAU) (www.visitchippewafallswi.com/Barnstormers)
- August 17** Fly-in lunch, Iola, WI (68C), sumptuous lunch buffet served at noon. (<http://netnet.net/~wjknjan/>)
- August 19** EAA Chapter 1414 40th Annual Pancake Breakfast, Poplar Grove Airport (C77), 7:00 am to noon.
- August 24-26** DeKalb Corn Fest/ American Barnstormers (DKB) (<http://www.cornfest.com/>)
- August 25** EAA UL 41 Donut Days at Brennand Airport, Neenah, WI (79C), 7:30-10:30 (www.eaaul41.org)
- August 25-26** Wings Over Waukesha (UES) (<http://www.wingsoverwaukesha.com/>)
- August 25-26** 6th Annual Baraboo-Wisconsin Dells Air Show, Baraboo, WI (DLL). Paul Rogers (414) 482-2069.
- September 1** Fly-in/Drive-in New Lisbon, WI (82C), 7 am - 3 pm. Tom Chudy (608) 547-6503.
- September 1-3** Cleveland National Air Show, Burke Lakefront Airport (BKL). (www.clevelandairshow.com)
- September 6-8** Midwest LSA Expo. Mt. Vernon Airport, Mt Vernon, IL. (www.midwestairshow.com)
- September 8** Wings Over Waukegan 2012, 9:30 a.m. (www.waukeganairshow.com)
- September 9** Annual Fly-in Breakfast, Ogle County Airport, Mt. Morris. 11-3 (www.oglecountyairport.com)

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

08/08/12, 8:00 p.m.	Engine Monitors (AMT and Wings Credit)	Mike Busch
08/15/12, 7:00 p.m.	Stick and Rudder Exercises to Improve Your Flying	Jim Taylor
09/05/12, 8:00 p.m.	All About Spark Plugs (AMT and Wings Credit)	Mike Busch
09/11/12, 8:00 p.m.	Don't Let Fear Stall Your Flying (Wings Credit)	Chelsea Stein Engberg
09/12/12, 7:00 p.m.	Young Eagles-20 Years and Growing	Brian O'Lena & Michele Kunes

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North HS EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road

Greenwood/Wonder Lake

IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

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\$5.46

(includes tax)

This newsletter is published monthly and distributed via email to approximately 400 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
